

Panel 8: Training - Maintaining technical proficiency

Wilfried Schulze

Acting Flight Standards Director

Your safety is our mission.

An agency of the European Union 

TE.GEN.00409-001



What kind of inspector proficiency is needed for tomorrow?

- Many Authorities experience difficulties in **attracting** and **retaining suitably qualified inspectors**
 - Outcome of EASA standardisation inspections
 - Confirmed by the comments on EASA A-NPA 2014-12 (BR revision)
- We need to agree on **the new competences** that inspectors shall possess to fulfil the current and future needs:
 - assessment of management systems,
 - performance based oversight , ...
 - Type training will not be the only/ultimate criterion



What kind of inspector proficiency is needed for tomorrow?

- EASA will establish an **inspectors' competency framework**
 - Addressing the various components leading to competence
 - Defining the key competencies and skill sets required
 - Adjust/partially replace compliance checking by safety performance evaluation
 - Sufficiently flexible to accommodate for different oversight models
 - Be in compliance with ICAO - qualified on the type of aircraft concerned or on a type of aircraft with similar operational characteristics
 - „Similar operational characteristics“ is key !!!